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Fancy Evaporated Apples, per lb .. 10c California Evaporated Apricots, per lb 10c California Evap'ted Peaches, per lb. 10c Whole Strawberry Preserves, glass jars; finest preserves put up;

We have the finest pure Leaf Lard ever sold in this country, and only 10c
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Want First Chance at This?

Three thousand MEN'S LINEN COLLARSa jumble of sample lots and odds and ends, that have accumulated during the last six or eight months, have been placed in one lot, and must be moved to make room for new stock. The collars are fifteen, twenty and twenty-five centers. Our price to move them is three for 10c. Some of them are not the very latest style, but they are a remarkable value. Sizes 12 to 18. Standing and lay-down.

A lot of Cuffs come in the same heap of bargains, and are sold cheap for the same reasons. The Cuffs go at 121c a pair.

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On the bottom of the shoe signifies that the goods have been carefully examined, and are free from any imperfections.

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DEMOCRATS AT WAR

LIVELY FIGHT OVER THE PACIFIC RAILWAYS FUNDING BILL.

Catchings Tells Holman "Take Your Seat, Sah!" Arouses McMillin's Ire and Precipitates Tumult.

SENATORS TALK ON FINANCE

VEST SAYS VOORHEES'S COMMITTEE CAN ACCOMPLISH NOTHING.

He Also Announces He Cannot Follow Cleveland-Sherman Urges the Necessity of Doing Something.

Special to the Indianapolis Journal. WASHINGTON, Jan. 30 .- Two prominent Democrats shaking fists at each otherthat was a scene which occurred in the House to-day, and it delighted the Republicans. General Catchings, who submitted the report of the rules committee fixing the time for debate on the Pacific railroad funding bill, was defending the report. Representative Holman, "the father of the

House," disputed a statement made by Catchings. The Southern blood of the latter took fire at once. He turned to Father Holman, who was standing just behind him, and shouted in a commanding tone: "Take your seat, sir!" Mr. Holman, with an air of utter surprise, obeyed and sat down. This peremptory style of Mr. Catchings incensed not only the opponents of the funding bill, but also stirred the ire of McMillin and other Democrats, who are in a state of perpetual hostility to the committee on rules. Catchings ceased speaking, and, with flashing eyes, assumed an attitude of deflance. Half a dozen all at once assailed him-the members of both sides, anti-Catchings and Holman. The acting Speaker used his

gavel with such vigor that the splinters flew from the pounded desk, but without avail. He then ordered the Sergeant-atarms to seat members and order was restored, but the Republicans laughingly exulted at the display of Democratic friction. Mr. Reilly, chairman of the Pacific railroad committee, consumed most of the day in the House with the opening argument in favor of the funding measure, which included a detailed history of the Pacific roads and their indebtedness, an explanation of the bill and the advantages which would accrue to the government in the event of its passage. Mr. Harris, of Kansas, made the only other speech of the day. He was bitterly opposed to the bill, claiming it would allow the "scoundre's" who had plundered the road and opposed to the bill. had plundered the road and government, who had debauched public morals and pub-lic men, to keep their ill-gotten gains. He

preferred to see the government take charge of the road rather than that this At the opening of the passed granting a right of way through the Sioux Indian reservation to the Forest City & Sioux City Railroad Company. CATCHINGS REPORTS AN ORDER. Mr. Catchings, from the committee on rules, then reported a special order setting aside the remainder of the day, after the adoption of the order and to-morrow until 3 o'clock for debate on the Pacific road bill and an hour and a half subsequent to that

time for debate under the five minute rule

with the provisions for a vote on the bill and pending amendments at 4:30. Mr. Boatner and Mr. Maguire protested strenuously against the brief time allowed for debate on a bill of such gigantic importance. But seven hours, said Mr. Boatner, were allowed for debate on a bill which proposes to give away \$100,000,000 and condone offenses and crimes with which the people have been familiar for years ple have been familiar for years.

Mr. Maguire declared that few members ar. Maguire declared that few members understood the scope of the legislation proposed by this bill. The time allowed gave no opportunity to show the plundering and thieving of the officials of that company, it condoned thirty years of crime, besides which the crimes of the East India Company paled into insignificance—crimes which the people and the government had been trying to reach for years.

Mr. Bryan followed in the same strain, saving that the Pacific reads had been

saying that the Pacific roads had been plundered of \$278,000,000, which plundering this bill would allow to go on.

Mr. Cooper, of Wisconsin, also joined in the denunciation of the bill and the gag Mr. Reilly, chairman of the Pacific rail-

Mr. Reilly, chairman of the Pacific rail-road committee, agreed with the opponents of the special order as to the magnitude and importance of the bill, which, he said, in-volved \$100,000,000 belonging to the people of the country, but the effort of his commit-tee in reporting the bill, he said, was to protect the interests of the government. His committee had not asked for the time limit set by the rules committee.

"If you did not ask for cloture," interrupted Mr. McMillin, hotly, "why did the rules committee give it?" "We asked for a rule," replied Mr. Reilly,
"and the committee deemed two days all
the time that could be given in the present
condition of the public business."

Mr. Catchings deprecated the frantic excitement aroused by the introduction of the
order. There was no occasion for excite-

ment. He well understood that there were Representatives on the floor who wanted to see the government take and operate the roads. "God forbid such a calamity," said he. "It is not a question of condoning past offenses but of securing the government's just dues. If we fail to make an effort to do so we will be recreant to our duty." Mr. Catchings then demanded the previous question, which was ordered on a rising vote—134 to 104.

Mr. Holman demanded the yeas and nays, and the roll was called. The previous question was ordered—132 to 121.

IN COMMITTEE OF THE WHOLE.

IN COMMITTEE OF THE WHOLE. After the previous question was ordered Mr. Catchings modified the rule so as to give two days for general debate, with provision for a final vote at 4 o'clock Friday. This necessitated a postponement of the eulogies on the late Senator Colquitt until the third Saturday in February. As modified, the special order was adopted without division, and the House, under its terms, went into committee of the whole, Mr. Dockery in the chair, and began considera-Reilly, chairman of the Pacific railroad committee, then opened the debate in favor of the bill, which, he said, was aimed at a settlement of the vexed and

troubled question of securing to the gov-ernment its due from the Union Pacific road and its branches. He said he believed this bill offered the best solution of the question presented. Unless some such adjustment was effected, he declared that foreclosure was inevitable, and the government would be compelled, in order to protect itself, to pay off the first mortgage, involving the compelled of the first mortgage. involving an outlay of \$40,000,000, which would make the road cost the United States

In reply to a question by Mr. Dunn, Mr. Reilly denied that this bill would prevent the government from proceeding agains the "four robbers," as Mr. Dunn termed the "four robbers," as Mr. Dunn termed them. He said the bill specifically reserved At the conclusion of Mr. Reilly's remarks,

which occupied almost three hours, Mr. Meiklejohn gave notice of an amendment he should offer at the proper time in place of section 19 of the pending bill, to add to Section 5, of March 5, 1887, the provisions of a bill to further designate the securities in which the United Besides Bellivad Comin which the Union Pacific Railroad Company's sinking fund might be invested.

Mr. Harris opposed the bill in a speech
which aroused frequent bursts of applause.
He declared that the mortgage should be foreclosed. Government ownership had no terrors to him. "I had rather see the government pay the first mortgage indebtedness," said he, "and take the road than that these Pacific railroad scoundrels, who have debauched public morals and public morals and public morals and public morals." men, should go anwhipped." (Applause.)
Mr. Boatner gave notice of a substitute
he would offer for the pending measure.

Mr. Aldrich asked unanimous consent to be allowed to print in the Record some telegrams received to-day from business men of Chicago asking for immediate ac-tion on the recommendations in the Presi-dent's message. He said they represented over \$200,000,000 of capital. Mr. Simpson ob-

At 5:15 p. m. the House adjourned.

FINANCES DISCUSSED.

Spirited Debate in the Senate-Speeches by Vest and Sherman.

WASHINGTON, Jan. 30 .- The session of

fund replenished. The committee took no action and there was but brief exchange of the Senate to-day was unusually eventful views after Mr. Wilson concluded. in giving expression to the intense feeling which has been aroused by the financial

question and to the apparent hopelessness of arriving at a solution. Mr. Sherman, of Ohio, spoke for the first time since the new phases of the financial situation were presented. Mr. Vest lent a personal interest to the debate by declaring that the President was seeking to make Congress accessory to the welding of the simple gold standard on the people. The Senator asserted, with dramatic emphasis, that he had thus far held his peace, but that there must be separation of the ways between him and the President. When the session opened, Mr. Cullom presented a dispatch from the leading banks of Chicago urging that the Presi-dent's recommendations be carried out at the earliest day possible. Mr. Vest fol-lowed with a similar dispatch from the St. Louis Chamber of Commerce. This was the text for one of the most stirring scenes the Senate has heard in many days.

Mr. Vest said the Chamber of Commerce of St. Louis old not represent the feeling of the people of Missouri or of the counthe financial question. He did not believe the people favored a retirement of \$300,000,000 of greenbacks and treasury notes and the substitution of no currency at all gations running fifty years with interest aggregating \$75,000,000 at the end of the time. It was a selfish suggestion that posterity should be left to pay this bad The obligations of this Senate as binding toward posterity as toward the present generation. It was as much the duty of the Senate to protect the future as to adopt the suggestion of the President to look after the present and let the future look after itself. Mr. Vest was putting such energy and dramatic force into his

from the Senators and from crowded gal-

"The President has declared war on silver," proceeded Mr. Vest. "He would make us accessories to this effort to fix the gold standard upon us." The Senator asked if any man really believed the supposed emergency could not be met by treas-ury payments in silver. And yet the im-pression was being conveyed to the public that the country was on the brink of ruin. If the President had the power he would force us to the single gold standard. "But," said Mr. Vest, impressively, and, raising his right hand in emphasis, "so far as I am concerned, I will never vote to issue bonds to secure gold and place us on a single gold standard."

Mr. Cullom rose at this point with a question as to what the finance committee, of which Mr. Vest is a member, intended doing towards securing some definite policy.

VOORHEES'S COMMITTEE DIVIDED. Mr. Vest paused for a moment before replying, then said: "It might be more proper let the chairman of the committee an

swer that question. But in his absence I will say that I do not believe there is the slightest possibility of the finance committee agreeing on any measure to report to the Senate."

the Senate."

The announcement, the first that had openly been made as to the situation in the finance committee, was received with marked attention and evident surprise. Mr. Vest proceeded to say that the talk about lack of revenue, as suggested by Mr. Cullom, was a waste of words. He had talked with the Secretary of the Treasury only day before yesterday and had been assured that the revenues for the meeting of expenses were ample.

Mr. Cullom—So the Secretary of the Treasury is ready to assure us he has all the revenue he wants? revenue he wants?

Mr. Vest-Yes; it is increasing from day to day to such an extent that there promises to be a large surplus.

Mr. Cullom-Do you state this, or is it the statement of the Secretary of the Treasury?

Mr. Vest-I make the statement on direct information from the Secretary of the Treasury. revenue he wants?

Information from the Secretary of the Treasury.

Resuming his speech Mr. Vest said he was against the gold standard. It was a badge of oppression. "And am I to be made accessory to the perpetuation of this gold system?" asked the Senator. "It is not pleasant," he continued, "to differ with the head of my party. I have remained silent for many months in order not to add to the discord which exists in our great party, but we have now reached the parting of the ways. I will go no further." Mr. Vest closed with the emphatic declaration that party fealty could never lead him to aid in fastening the gold standard on the country. If the St. Louis Chamber of Commerce wanted some one to help toward that end they would have to find some one else than him.

Mr. Wolcott said this was just such another plan as that adopted more than a year and a half ago to force the repeal of the silver-purchasing act. At that time the banks began their campaign with telegrams to Senators, followed by instructions to all the business men who had loans from them that unless the silver law was re-

to all the business men who had loans from them that unless the sliver law was repealed the loans would not be renewed. Now, as then, lying reports of prosperity to follow congressional action were being circulated, with a view to influence the Senate and force the gold standard more thoroughly on the people. If the Eastern banks, with their dishonest business methods, seek to control the legislation of the country they must precede the effort by the adoption of more honorable ways than those that now mark their programme of coercion.

MR. SHERMAN SPEAKS.

MR. SHERMAN SPEAKS. When Senator Sherman arose to give his views on the financial situation-the first he has expressed in the Senate for some time-there was a buzz of expectation and interest. Mr. Sherman steeped forward and seemed to address himself particularly to the Democratic side, emphasizing his remarks with frequent gestures. We have reached the point, said he, where we were being told that no relief whatever would be given to the country unless we conceded the free coinage of silver. He believed such an absolute concession would be a greater disaster to the country than any other course that could be adopted. And yet the Senate was being brought face to face with the alternative of taking free silver or nothing. If there was to be a choice between the two coin standards, then the Senator believed in taking the one which was recognized the world over as the best. But he did not believe such a choice was imper-ative. He still believed that both metals said Mr. Sherman, "that the finance com-mittee is utterly helpless. We are equally We can reach no agreement. are not able to report unless the concession is made to free silver." The people had plenty money. They had now \$1,600,000,000 in small savings in the savings banks. Give the plain people—the laboring people—a chance to meet this so-called emergency and they would supply the deficiency in two days. He begged the Senate to unlock the doors of the finance committee and enleavor to agree on a measure of relief. Mr. Stewart declared that no real emergency existed and that all the trouble that had arisen was due to administration discrimination in favor of gold against silver.

ate was to ascertain what was wanted by the administration. With that purpose in view and in order that Congress could stand fairly before the country and the adminis-tration could deal fairly with Congress and Congress with it, he introduced a resolution lirecting the Secretary of the Treasury to nform the Senate whether it is necessary or desirable that legislation should be had authorizing the issuing of bonds, treasury otes or other securities to realize for the purpose of paying current deficien cles in the revenues and if so the nature and Mr. Hill desired that the resolution be considered immediately, but Mr. Allen objected and the resolution went over till to-morrow. This ended the financial discussion for the

time and the Senate began consideration of The credentials of Mr. Wolcott for the beginning March 4, next, were pre-The Senate then, at 2 o'clock, went into

executive session for consideration of the Jaranese treaty. The executive session until 4 o'clock and the Senate then

Sir Rivers Wilson's Views. WASHINGTON, Jan. 30.-Sir Rivers Wilson was before the Senate committee on Pacific railroads and made an argument as the representative of the English bondholders and stockholders of the Central Pacific Railroad in favor of the readjustment of the indebtedness of that company. He declared that the continued existence of. the company would be doubtful under the provisions of the Reilly bill and urged more iberal legislation. He did not present any direct proposition, but intimated that the Frye bill of the fifty-first Congress, which funds the entire indebtedness of the Pacific roads for fifty years at the rate of 3 per cent, interest, would be acceptable. He said that taking the past five years, the net average receipts of the Central Pacific had exceeded the charges by about \$1,500,000 cient to meet interest and keep the sinking

PARADISE FOR WOMEN.

May Vote and Sit in Parliament in

Australia, if Victoria Consents. CHICAGO, Jan. 30 .- Word has just come from the president of the W. C. T. U., Mrs. Nicholis, of Prospect, Adelaide, South Australia, that the adult suffrage bill has been carried, giving all women the right to vote on the same terms as men and with no barrier to a seat in Parliament. The bill low only waits the Queen's consent. Mrs. Nicholls writes: "It is a grand victory after a hard and well-fought battle of seven years, in which the Women's Christian Temperance Union has done its fair share of the fighting." The bill was carried by a majority of seventeen, being three votes to spare above the constitutional ma-jority needed.

GONE TO SOUTH AMERICA.

Defaulting Treasurer Taylor Probably Out of the Country. PIERRE, S. D., Jan. 30 .- It is now gen-

erally believed here that W. W. Taylor, the defaulting State treasurer, is in some South American state out of reach of extradition. It is definitely known that he left Unicago about Jan. 8, and went from there to the home of his parents in Indiana. On Jan. 10 he was seen on a train between Cario and Memphis, by a resident of this city, who knows him well. On that date a telegram was received here from the chief of police at Memphis stating that a man supposed to be Taylor, was under surveillance in Memphis. A man who has been closely connected with Taylor in the mort-gage business a former resident of Redfield, probably assisted him at that time. Another telegram about the 13th from Pensacola was received here and a letter was received by a personal friend of Taylor in this city, postmarked Pensacola, a few days later, but the authorities have only lately learned of this letter. Under such circumstances it is natural to suppose he has left the country by the Southern coast.

Requisition for Taylor. Governor Matthews has received a requisition from the Governor of South Dakota for the extradition of defaulting treasurer

Taylor. The requisition will be honored if Taylor is found in Indiana. Horses Sold Cheap. CHICAGO, Jan. 30.—Horses were cheap at to-day's sale. the top figure being brought by Bonnie Wilmore, 2:14½, by Wil-more-Molly F., which sold for \$490.

STEAMSHIP ELBE SUNK IN THE TEM-PESTUOUS NORTH SEA.

Collided with the Steamer Crathie Early Yesterday Morning and Foundered in Twenty Minutes.

ABOUT 400 SOULS ON BOARD

AND ONLY NINETEEN PEOPLE KNOWN TO HAVE ESCAPED DEATH.

But Two or Three Lifeboats Launched, and One Swamped and Upset When It Struck the Water.

ELBE ALMOST CUT IN TWO

NO ASSISTANCE RENDERED BY THE OFFICERS OF THE CRATHIE.

One Boat Load of Survivors Picked Up by English Fishermen and Taken at Once to Lowestoft.

STORIES OF THE RESCUED

GREAT CONFUSION REIGNED WHEN THE STEAMSHIPS COLLIDED,

And the Doomed Vessel Filled Sc Quickly that the Steerage Passengers Were Drowned in Their Bunks.

LONDON, Jan. 30.-The North German Lloyd steamer Elbe, Captain Von Gossel, from Bremen, yesterday, for New York, via Southampton, has been sunk in collision with the British steamer Crathie, bound from Rotterdam for Aberdeen. At the time of sending this dispatch the exact loss of life is unknown, but report has it that it

The disaster occurred before daylight this morning at a point some thirty miles from the Hook of Holland. The first intimation of the disaster came from Lowestoft, Suffolk, one of the chief English fishing ports. Late this afternoon a dispatch was received from that place saying that it was reported there that a transatlantic line steamer had been sunk in the North sea, and that the loss of life was very great. The first dispatches stated that there had been 350 persons on the Elbe, and that only nineteen had been saved, the rescued having been landed at Lowestoft by fishing smacks. Later dispatches to the Exchange Telegraph Company and to Lleyds confirmed the reports of the loss of the steamer, and still later it was learned that the Crathie, the steamer that sunk the Elbe, had put into Maaslouis, Holland, in a damaged condition. She reported that she had been in a collision with an unknown ocean

steamer. Towards evening, over two hours and a half after the news had reached the London offices of the Associated Press, and had been cabled to America, the agents in this city of the North German Lloyd Steamship Company received the following cable mes-

"Most deplorable news from Lowestoft It states Elbe sunk through collision at 6 o'clock this morning. Boat No. 3, with third officer Stallburgh, purser Weser, gineer Neussell and nineteen persons landed at Lowestoft. No further news so far. CAUSED EXCITEMENT.

When the news of the disaster became generally known through the medium of the tickers of the Exchange Telegraph Company in the clubs and places of public resort the excitement was intense. Cable dispatches were at once forwarded to all the principal European cities, and soon a flood of return dispatches were received asking for further information, which at that time it was impossible to obtain. The agents here of the company did everything possible to learn all the facts, and as soon as any new information was received it was at once cabled to the various European capitals.

The dispatches from Germany show that the news caused the greatest excitement and sorrow, most all the officers and crew of the lost steamer and a majority of the passengers being Germans. It was at first hoped that the reports of the disaster had been exaggerated and that most, if not all of the passengers and crew had escaped, either by means of the ship's boats, or by being picked up by passing vessels. But, as time wore on, it was apparent that the first reports of the sinking of the steamer had minimized the horrors of the disaster. Many dispatches were forwarded to Maasluis to the commander of the Crathie, asking him if he had rescued any of the Elbe's passengers. Up to a late hour, however, no answers were received to these dispatches and the belief grew that the Crathie, after the accident had rather sought her own safety than to rescue the people on the doomed Elbe.

From the details now at hand it is learned that the Elbe was proceeding along at her usual rate of speed and keeping the ordinary lookouts. The night was dark, but there was no gale. Suddenly the forward lookout on the Elbe reported to the officer on deck that the lights of a steamer were close aboard over the port bow. Before the course of the Elbe could be changed so as to sheer her off from the approaching steamer, the latter struck her just about the engine room, going through her plates as though they were pasteboard and sticking her nose almost completely through the hull of the Elbe. For a time the Crathie held the Elbe on her nose, but then her engines were reversed and she backed out of the aperature she had made As she did so, the water rushed into the Elbe in a torrent and she began immediately

to settle. ONLY THREE BOATS LOWERED. The officer in charge of the ship at once saw that she was doomed and gave hurried orders to clear away the life boats for launching. Three of the boats were cleared and lowered, but one of them shortly after it got clear of the steamer capsized and it is thought that all the occupants were drowned. The first boat contained the third officer, chief engineer, purser and about twenty others. These are the persons who were picked up by the fishing smack and

takn to Lowestoft. From the survivors it is learned that as scon as the Crathie backed away from the Elbe, the in-rushing water flooded the aft of the engine room so quickly that nobody below decks in that part of the ship had an opportunity to escape. The shock of the collision was comparatively slight in view of the damage done, but this is explained

low. Nearly all the passengers were asleep at the time, but many of them were awak-

ened by the shock, slight as it was. They could hear the rush of the rapid inflowing water, and with cries of terror sought to make their way to the upper deck. The steamer being loaded by the stern, water naturally rushed aft, and this allowed many of the passengers forward to reach the deck. In the case of the saloon passengers, however, the result was fatal. As they rushed from their state rooms into the saloon they were met by the torrent, against which it was impossible for them to make headway. They were caught up and swept aft toward the cock-pit, where they were probably drowned before the ship foundered, although about fifty of the passengers reached the deck where the wildest confusion existed. Wild rushes were made for the boats, but the terrible excitement prevailing impeded the efforts of those who were trying to clear them away. Many heartrending scenes were witnessed between parents and children in the few moments preceding the sinking of the vessel. SANK IN TWENTY MINUTES.

There is some disagreement among the survivors as to the number of boats that were launched. One survivor, Karl A. Hofmann, declares that only two boats were launched. One of these was swamped instantly, and the only one of its occupants, a girl named Annie Bocker, who was bound for Southampton, was rescued. She clung to a piece of wreckage which she grasped so tightly that it was only with difficulty that she was dragged into the second boat. She was returning from the death-bed of her father and mother. Meanwhile, the cry was raised on the doomed vessel for the women and children to go over to the other side of the steamer away from the port side in which was the great gaping hole, caused by the Crathie. The half-fainting women and terror-stricken children hurried to the starboard side, but they had scarcely reached the boats when the huge vessel lifted her bows high in the air and then slowly and silently sank, stern foremost, beneath the waves, taking with her her human freight. Barely twenty minutes elapsed between the collision and the sinking of the steamer. A heavy sea was running and the wind, which was from eastsoutheast, was bitterly cold.

The small boat containing the survivors tossed about until 11 o'clock in the morning. Several vessels were sighted in the meantime, but they made no replies to the signals that were set for them. The survivors were nearly frozen, having barely any clothing, and their sufferings were intense. Eventually the fishing smack, Wild Flower, saw the signals and bore down on the boat. In a short time the survivors were taken aboard of her, where everything possible was done for their comfort.

SURVIVORS AND MISSING. Following is a corrected list of the survivors, the first four being cabin pas-

KARL HOFFMANN. EUGENE SCHLEGEL ANNA BOECKER. - BOTHEN, between deck passenger. A. NEUSSELL, chief engineer. THEODORE STOLBERG, third officer. WESER, purser.
HERR DEHART, a Bremerhaven pilot.
ROBERT GREENAM, an English pilot.

The survivors arrived at Lowestof at half past 5 o'clock this afternoon. Following is list of first and second-class passengers who are missing: FRITZ APPEL, Munich. HUGO BECKER, Chemnitz. A. BAUMANN, Berlin. LOUISE, BORNEFELL, London. FRAU ANDREW BRISBACH, Amster-

FRAU CONNERS, South Dakota. HENRY CASTLE, Honolulu. DOROTHA CASTLE, Honolulu. DR. J. C. DETTRICH, America. DOMINGO FURRER, Guatemais JACOB FRANK, America. ANTON NISCHER, Washington.

THEODORE GEIZENHEIMER New ERNEST HEEIEN, New York. ANNA HOFFMAN, Grand Island, Neb. HARRY HOFFMAN, Grand Island, Neb.

A SURVIVOR'S STORY. Mr. Karl Hoffman, the husband of Mrs. Anna Hoffman is among the survivors. He is in a condition of terrible distress from the loss of his wife and son. He pathetically exhibited to the reporter a gold watch that his wife had slipped into his hand as she parted with him to go to the starboard side of the steamer when the order to that effect was given. He said: "We left Bremerhaven on Tuesday afternoon at 3 o'clock. Our cabin was one of the second-class and was within six feet of the spot which received the full force of the shock. My wife, child and I were asleep when I was awakened, at 5:20 o'clock, by what seemed to be the ringing of the gong that is used to call the passengers to meals. Finding that it was still dark, I jumped out of my berth, but heard nothing to alarm me. went back to my berth again and im-mediately heard the rushing of feet and I concluded something serious had happened and seized some clothing. awakened my wife and child, who hurrledly dressed and then we all ran along the corridor with the others to the deck. knocked down stairs when I reached the op, but my feet caught on a hook and I managed to save myself from being trampled upon. I got to the port side and saw that great damage had resulted from the collision. The water was then rushing into the steamer in great torrents. The air was very dark though the sky was clear. The sea was very rough. Two boats were lowered. I caught my boy and threw him into one of the boats. Calling my wife to accompany me, I got into it, but at that moment there was a shout for the women and children to go to the starboard side. Slipping her watch into my hand, my wife left me and the boy was taken out of the boat while I sat there. I saw one boat swamped. We tried to rescue those in the water, but all save one, Anna Boecker dis-appeared. Our boat was then shoved off. their attention. We used sails and skirts for signals, but the passing vessels paid no attention to them. Eventually the signals were answered by the smack Wild Flower. "After the collision, rockets were fired from the steamer, but no help came. I think it was impossible that any others were rescued, as the ship sank almost immediately after we had left it. I do not believe that the steerage passengers were aware of the accident, because the collision did not make much noise. We were ex-posed to a heavy sea and bitter winds for over five hours. The boat shipped water

THE CHIEF ENGINEER TALKS. Chief Engineer Neussell, in an interview, said: "The steamer that ran into us appeared to be a vessel of about 1,500 tons. Nothing was visible by which either her name or her sailing port could be ascertained." The chief engineer declined to give any opinion as to how the catastrophe happened. He said that the Elbe had had a good passage until the accident occurred. Not more than twenty minutes elapsed before the steamer sank. It was only the position that the Elbe assumed when the water rushing into her made its volume felt that prevented the launching of more boats. Everything possible, including the firing of rockets, was done in the short time before the vessel settled down. The night was very dark at the time of the col-

Following is a full list of the Elbe's offi-VON GOESSEL, captain, WILHELM, first officer, HELLMERS, second officer.

THEODORE STOLLBERG, third officer, PUHR fourth officer. NEUSSELL, chief engineer. BUDELMANN, second engineer. D. SIEBJE, third engineer. V. T. LOTZ, fourth engineer.
KRIE:E, fourth engineer.
KRIE:E, fourth engineer.
WILLS, fourth engineer.

WESSER, purser.
DR. A. REICHARDS, surgeon.
P. SCHLUTIUS, assistant purser.

(Continued on Second Page.)

ANOTHER BOND ISSUE

SECRETARY CARLISLE'S ONLY HOPE OF MEETING THE EMERGENCY.

Assistant Secretary Curtis Gone to New York to Consult Bankers in Regard to Probable Terms.

\$100,000,000 IN GOLD NEEDED

BEFORE NEXT CONGRESS CAN BE CALLED IN SPECIAL SESSION.

Another Big Hole in the Reserve Made Yesterday by Heavy Withdrawals from the Subtreasury.

CLEVELAND'S BILL DOOMED

MUTILATED AND PATCHED BY MR. SPRINGER'S COMMITTEE.

Provisions of the Measure as It Will Be Reported to the House-Democrats More Divided than Ever.

Special to the Indianapolis Journal.

WASHINGTON, Jan. 30. - Chairman Springer insists on retaining control of the administration currency bill. He had his committee in session all day long. When the members finally went home about 6 o'clock to-night the net results of the day's work fully justified Secretary Carlisle's wish that the bill should be taken out of Mr. Springer's incompetent hands. Mr. Cobb, a member of the banking and currency committee, who has been an unfaltering administration man through thick and thin, told the Journal correspondent that Mr. Springer had permitted the bill to be so mutilated and repatched in committee that he did not believe there would be enough Democrats to vote for it to pass it, even if every Republican in the House supported the bill. Mr. Springer, however, is sanguine as usual. He said to-night that he would be ready to report the bill back to the House on Friday, and that there was no doubt of its passage. The manner in which the bill will be re-

virtual confession of defeat. Mr. Springer will report the measure, amended beyond recognition, "without recommendation by the committee." That means that the committee itself will not assume the responsibility of an indorsement by a favorable report. Mr. Cox. of Tennessee, will offer a substitute for the bill, which, in effect, attempts to conciliate the silver men by ordering the coinage of all the silver in the treasury and authorizes the Secretary of the Treasury to issue long-term four-percent. bonds at his discretion, to replenish and maintain the gold reserve. Democratic members of the committee agree that neither the bill nor the substitute can pass. So entirely convinced was Secretary Carlisle that Mr. Springer would be unable to handle the administration bill, and so incensed is he at Mr. Springer's apparent determination to glorify himself at the expense of the measure's fate that he is paying no attention at all to the history of the bill in Mr. Springer's committee room. As a matter of fact, he has abandoned hope of its passage, even in the House, and at the Treasury Department all thought is being devoted to preparations for the coming issue of bonds. It seems reasonably certain that no more five-per-cents, will be issued, but that the next issue will be of the fourper-cent. thirty years' denomination. There will be no delay, and it is not improbable that the Secretary may issue the call for bids within the week, if it becomes evident on Friday, when Mr. Springer brings the moribund administration bill into the House. that nothing is to be expected. Assistant Secretary of the Treasury Curtis, after a long conference with Secretary Carlisle, left for New York this morning, where he will meet the leading bankers and learn the most advantageous terms on which the next issue can be floated. As already indicated, the issue will probably be one hundred millions. This will carry the treasury well into the spring. By that time the present Congress will have adjourned and, according to the assurance of a Senator who is in the confidence of the President, the

next Congress will have to be called in special session. * The statements made in the Senate today by Messys. Sherman and Vest, the latter speaking officially for the finance committee, show that the Senate need no longer be considered in any discussion of possible financial legislation. Both gentlemen confirmed the statement constantly repeated in these dispatches since the first reference. to the Jones compromise bill, namely, that there was never any hope for legislation, except by overwhelming concessions to the silver men, amounting practically to com-

plete surrender. The total withdrawals of gold to-day were \$3,951,740, of which \$3,775,000 was taken from New York, \$131,740 from Baltimore and \$45 .-000 from Boston, leaving the true amount of the gold reserve at the close of business \$44,551,322.

CLEVELAND'S BILL AMENDED.

To Be Reported to the House with # Noncommittal Recommendation. WASHINGTON, Jan. 30.-The administration banking bill will be reported to the House from the committee on banking and currency in a much amended form, and with a noncommittal receommendation that it be considered. The Republicans supported the bill after securing several amendments. Indeed, most of the changes made originated with the opposition. The bill will be reported to the House Friday with the President's message, and, as the report will be neither for nor against it, every member has the privilege of filing his views. After the various amendemnts had been disposed of to-day a motion was made that the Carlisle bill, with the State bank clause eliminated, be substituted for it. This was lost-9 to 4-Black, Cobb, Cox and Hall (Democrats) voting for it. A motion to report it with the recommendation that it do not pass was lost, 10 to 3-Cobb, Black and Hall supporting it, and the final motion. that it be reported without any recommendation, was carried, 19 to 3-Cobb of Alabama, Black and Hall in the opposition. Alabama, Black and Hall in the opposition. The members who voted for the last motion were Springer. Sperry Cox, Cobb of Missouri, and Warner, Democrats: Walker, Brosius, Henderson, Russell and Haughen, Republicans. The amendments which the committee have recommended to the administration bill are as follows:

The bonds which, by the original bill were payable fifty years after date, are made payable at the pleasure of the United States after ten years from the date of their issue, and are due fifty years after date. The section which requires the legal-tender notes and treasury notes, when redeemed in gold, to be canceled and not reissued, is amended by adding the following, offered by Mr. Russell: "Provided, that the amount of such United States notes and